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THE HONGKONG DISPENSARY.

BIRTH.

On the 20th November, 1909, the wife of the Rev. W. R. STONE, of Wenhwa, of a daughter.

MARRIAGES.

At St. George's Church, Penang, on the 16th November, by the Rev. W. H. C. DUNKLEY, M.A., Colonial Chaplain, JAMES FORBES to ANN SINCLAIR CHRYNE, only daughter of the late Patrick CHRYNE, Tuffin, Scotland.

At St. Andrew's Cathedral, Singapore, on the 21st November, 1909, Rowland ALLEN, L. L. B., of the Inner Temple, Barrister-at-Law, youngest son of William ALLEN, of Leek Staffs, to MARY ANNIE, third daughter of the Rev. Hugh BACON, Rector of Baxley, Morville and Hurley.

DEATHS.

Suddenly, at Bangkok, on the 12th November, DAVID KERR, husband of Barbara KERR, 8, Devonshire Road, Singapore.

On the 20th November, at 10.30 p.m., at No. 13, Wilkie Road, Shanghai, the son of Capt. J. KELLOGG, aged 7 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, December 3rd, 1909

ENGLISH and other critics of the Trans-Siberian Railway Lines are apt to dwell on its faulty and inadequate construction and its insufficiency for the work which it is already called upon to do. They often speak of it as if it were a failure, commercially and strategically, and had disappointed the expectations which were entertained about it. An excellent corrective for such views and statements will be found in the November number of the *Monthly Review*, which contains an article called "The Trans-Siberian-Manchurian Railway," by Mr. A. B. COLQUHOUN. The writer alludes to the cavillers and does not think their criticisms will cut Russia to the heart. Russia, he says, "does not play to the gallery of Europe; she knows what she wants and usually gets it, though her way of doing so may be unlike ours under similar circumstances." He goes on to say of Russia's aims in constructing the line—"Her chief object was 'not to be able, as many people seem to imagine, to pour so many thousand men across Asia every day.' She flung 'the line, in advance of the settlers, across 'Siberia as rapidly as possible—with incredible rapidity—on much the same principle that lines have been pushed across 'great sections of the United States. And her action was justified. As soon as the line 'could stand traffic at all it was crowded, 'settlers poured in and townships sprang up 'on every side. Large districts were portended

"out, irrigation and draining on a large 'scale were begun, and along the route, 'before so desolate, life and energy came 'into being. One of the greatest difficulties 'of the Trans-Siberian Railway solved itself, 'and is still in process of solution, as it 'goes along. The line has no longer, except 'in a few tracts, to run through empty 'desert.' The extent to which settling in Siberia has been affected is shown by the immigration figures, which in 1893 were 61,435 and in 1899 238,981. During the seven years nineteen million acres of State lands have become immigration lots, five-sevenths already in occupation. Since 1887 a million men have entered Siberia; last May 10,000 were awaiting transport at Cheliabinsk, and large numbers are being brought by sea monthly from Odessa to Vladivostok. These, Mr. Colquhoun says, are no unworthy results for a 'strategic railway' scarce nine years old. The great object being to get the line working as soon as possible, careful construction has been so far neglected in favour of speed. But a large proportion of the line is being relaid, ballasted, and improved. The method is doubtless an expensive one, but Russia can point to results gained by a rapid laying of the single track. As Mr. Colquhoun points out, the Canadian Pacific Railway is still in course of perfecting, and in the United States lines are being made permanent in the same way. During the three months last year there were carried on the Western and Central sections of the line passengers to the number of 1,075,000 and 40,759,000 pounds of goods. The corresponding figures for three months in 1895 were 211,000 passengers and 3,560,000 pounds of goods. It must of course be admitted that commercially the line will not pay probably for a long time, and that its possibilities cannot be fulfilled until the track is not only finished, but to a large extent relaid. But, says the writer whom we have quoted, 'the Russians probably consider the settling up of Siberia as a sufficient return for their outlay without any great immediate commercial return; for it must be remembered that Siberia is no barren desert, but is full of natural resources.' There are not wanting prophets to foretell the days when Siberia will rival the Rand, and the gold export already, in spite of deterrent regulations, unscientific methods, and absence of appliances, exceeds \$5,000,000 per annum. Other metals and precious stones are plentiful. Forests abound and vast areas of virgin soil. The advantages of getting immigrants to move into so promising a land are undeniable. Russia therefore in hastening the progress of the line even at a much increased ultimate cost of construction is showing great thought for the future—provided that she can bear the heavy outlay now and for some years to come. There are those who doubt this, but Russia is not yet at the end of her resources. Looking at the great railway enterprise dispassionately apart from any questions of international policy involved, Englishmen cannot but be struck with admiration for the minds which planned it and put it into such rapid execution.

Owing to pressure on our space, we are obliged to hold over the judgment delivered in the case Howard and Stephens v. the Attorney-General, and also a letter signed "X," which will appear in to-morrow's issue.

The annual *al fresco* fête of the Society of St. Vincent de Paul passed off last night most successfully. A very large number of visitors were present in the grounds of the Roman Catholic Cathedral from 9 o'clock onwards, and one and all appeared to be enjoying themselves. Ten-cent and dollar lotteries attracted much attention, and prominent citizens might have been seen during the course of the evening carrying large cushions, charmingly dressed dolls, plaster birds, and other useful and ornamental articles. Those in charge of the stalls worked hard and well, and their efforts appeared to be rewarded with plentiful returns of cash. The shooting-gallery drew a large number of sportsmen. The evening was very fine, and the band of the 3rd Madras Light Infantry played a good selection of music in their own excellent style.

A conflict occurred on Saturday night between British bluejackets and marines and a body of French sailors. During the day the latter amused themselves by marching in a body through the streets of the town, headed by one man bearing the tricolour and another playing an accordion. At first they conducted themselves quietly enough, but later on, as the effects of frequent visits to various saloons began to be felt, they grew rather noisy. Marching in a body to an establishment in Ship Street where a number of British sailors were collected, these Frenchmen attempted to clear the whole place, but found the task beyond their weight, and had themselves to clear out. Determined on having revenge, they gathered reinforcements, and returned to the scene of the encounter. During their absence, however, the Englishmen had had their numbers swelled by the arrival of a crowd of bluejackets and marines, who had learnt of what was going on, and hurried to the scene. The reception accorded the Frenchmen may be better imagined than described, as the phrase goes. Suffice it to say that the sprightly exhibition they gave up Queen's Road Central was a revelation in what men can do when they are put to it.

The Hon. Li Yang Yew Yung, Chinese Consul-General for the Philippines, has been appointed Chargé d'Affaires at Madrid.

The *Chih Pao* stated last month that there are still 175,000 of silver in the Treasury vaults at Paoingfu which are being guarded by the French.

Mr. J. Sellar, who has had the management of the Tanjong Pagar Dock Company in the capacity of Deputy Manager since Mr. W. E. Mousdale's resignation in April last, has, the *Straits Times* learns, been given the substantive post of Manager.

The Japanese cruiser *Izumo* bunkered at Singapore on the 22nd ult., taking in over thousand tons of coal. She is a sister ship to the *Asama* and *Tokida*, and is the twelfth vessel Messrs. Armstrong, Whitworth and Co. have built for the Japanese Navy.

The following appointments are notified in the *Gazette*:—Mr. John Smith to be Inspector of Nuisances; Mr. J. S. Kemp to be until further notice a Police Magistrate of the Colony; Mr. J. R. Wood to be until further notice Police Registrar of the Land Court vice Mr. Kemp.

Mr. Erich Georg says in his Weekly Share Report, dated Saturday, 1st December:—Business during the past week has not been very brisk, being confined principally to transactions in connection with the settlements, causing several erratic quotations. The settlements have passed off well, and the tendency of the market is decidedly stronger.

L'Echo de Chine says of the peace negotiations:—"These negotiations are charming. They are conducted by a Generalissimo who is ignored, certain Ministers hampered in all manner of ways, and a government in flight, speechless as well as invisible, represented by self-called plenipotentiaries, probably unauthorized, who in enigmatic style sit on the still smouldering ruins."

A notice from the Acting Harbour Master is published in the *Gazette* that, whereas certain junks, cargo-boats, &c., were sunk in the Harbour during the recent typhoon, and now cause obstructions to navigation, all such craft that are not raised, destroyed, or otherwise removed by December 20th will be destroyed by the Harbour Department, and no claim for compensation from any person claiming to be the owner of such vessels destroyed will be entertained. The notice quotes Ordinance 26 of 1891, section 28, sub-section (d).—Every person who shall neglect within a reasonable time to remove any sunken vessel or other obstruction in the said harbour belonging to him or in his charge or keeping shall be liable to a penalty of not more than fifty dollars, or imprisonment for any term not exceeding three months, with or without hard labour.

The China Island Mission at Shanghai has made public the following news:—Telegraphic information has just come to hand that the C.I.M. agent at Tientsin had received a letter from Mr. Graham McKie from Pingyang in South Shansi, reporting the safety of Mrs. P. A. Ogren and infant, of the Misses M. E. Chapman and M. E. Way, and himself; also that Mr. P. A. Ogren had been murdered. Mr. McKie reports the native Christians to be starving, and beseeches help. There is every reason to believe that the above-named are the persons referred to in a telegram from H.B.M. Consul at Tientsin to H.B.M. Consul-General here, stating, that from trustworthy sources he had learned that five or six English and Swedish missionaries were still alive in Taiyuanfu and under the Prefect's protection.

A despatch received in Shanghai from Wuchang, Hapeh reports the arrival in that city on the 18th ult. of H.E. Sung, Pan Viceroy of the Yun-kwei province, from Peking en route to Yunnanfu. The Manchou Governor and staff were almost in rags when they arrived, having been plundered and robbed on their journey through Chihli and Honan provinces by disbanded soldiers and Boxers, who stripped them of their baggage and everything. Sung will remain a few days in Wuchang for a short rest and to get a new wardrobe, etc., for himself and staff. H.E. was called to Peking from Yunnanfu for an audience just before the Boxer outbreak in Peking and remained in the capital until after the fall of that city. Thinking matters had quieted down a little in the provinces, H.E. started on his journey south and seems to have fallen among thieves en route, says the *N.C. Daily News*, his life even being threatened on one occasion.

The *Peking & Tientsin Times* says of the 1st Mr. Lionel C. Barff—Mr. Barff was quite a feature of Tientsin suburban life during the month of July, and often carried on his work under fire. On the advance to Peking he joined the Twelfth Battery of the Royal Artillery; he stayed with the Battery all the time it remained in the Temple of Heaven, and sent home a large number of sketches. While there he became a great favourite alike with officers and men. He accompanied the Battery to Paoingfu, but on the fifth day of the march out succumbed to an attack of the soldier's scourge, enteric fever; he seemed to be let off very favourably, and was sent down to Tientsin when thought to be convalescent. On the day before his arrival here, however he had a relapse, and, as so often happens with this treacherous disease, it proved much worse than the primary attack. After a struggle which lasted more than a fortnight in the Victoria Jubilee Hospital, Mr. Barff died on the morning of November 18th, and was buried the same day. He was followed to the grave by a considerable number of gentlemen who had been familiar friends of his family in other days and by whom the greatest sympathy is felt for his mother, a well-known resident in Nagasaki.

The latest Singapore cholera figures, as given in the local papers, are: 20th November, 8 cases, 7 deaths; total to date: 64 cases, 43 deaths.

A telegram from the Governor of Ceylon, is published in the *Gazette*, notifying the receipt of a telegram from the Secretary of State to the effect that Imperial penny postage would be adopted in the Transvaal and Orange River Colony on the 1st inst.

It is curious to notice, says *Commercial Intelligence*, that the value of the import of jewellery, precious stones, and gold and silver ware into Siam was \$53,523, but about \$25,000 was re-exported as unsaleable or unsuitable \$28,240 came from Eng and direct.

The China Mutual steamer *Pinsuey*, Capt. de la Porrelle, one of the last batch of steamers chartered by the Russian Government to convey troops from Odessa to Vladivostok, sailed at Singapore on the 22nd ult. She had on board 1,500 of the 31st East Siberian Corps and left that afternoon for her destination.

A bicycling championship match for \$500 aside was arranged at Singapore for the 25th ult. between Tan Kim Keng, the local crack Chinese cyclist, and Ahmad Marican, the champion cyclist of Johore. The race was from the 3rd mile, Bukit Timah Road, to Kranji police station and back again, a distance of 22 miles.

The total number of deaths for Singapore, for the week ended November 17th is 240 a ratio per mille of 32.05. This abnormal death rate, a local paper states, is principally due to fever, claiming no less than sixty-seven victims. Phthisis comes next with forty-five deaths, birth accounts for twenty-eight, and cholera for sixteen.

It is an interesting fact, says the *Malay Mail*, that the F.M.S. have not had to avail themselves of the sanctioned loan for railway extensions after all. Up to date everything in connection with the different railway extensions has been paid for out of current revenue. In anticipation, of the loan, the Bank of England originally advanced a certain sum, but this has now been paid back.

Among the items in the second number of the new *Monthly Review*, besides Mr. Colquhoun's articles mentioned elsewhere, are three editorials on "The Empire and Militarism," "National Character," and "Cecil Rhodes." Mr. F. de Martens writes on "Europe, China, and the Peace Conference," and Mr. C. J. Holmes on "Some Chinese Masterpieces," an article which is finely illustrated. A discussion on "Naval Defence" is contributed by Mr. Ralph Novillo, Q.C., and other interesting matter makes up an excellent magazine, which contains also the second instalment of Mr. Anthony Hope's "Tristram of Blent," a tale which promises well.

The Singapore Municipal Commissioners at their last meeting on the 21st ult. received a communication from the Officer Administering the Government, whereof to sanction an expenditure of \$1,200 for the erection of four additional incinerating cells at Jassu Besar. His Honour stated, that since at certain times unpleasant smells arose from the incinerators and were wafted to Government House, constituting a nuisance, His Honour was unwilling to sanction any enlargement of the cells there, until some means had been found of avoiding the nuisance that now existed. Mr. Barker said that His Honour was the only one who had complained, and he had no hesitation in saying that the reasons given for his objection to them were the most flimsy he had ever heard. It was but another instance of petty Government interference with municipal affairs and of conflict between the Municipality and Government which was greatly to be deplored. Mr. Jago, with some warmth, objected to the sanitation of the town being hindered for a sentimental idea, and he felt bound to point out the grave danger to the public health that might arise from their inability to deal with the refuse promptly, which they could not do until more cells were added to the incinerator. Some considerable feeling having been imported into the discussion, it was eventually decided to await a report from the Acting P.C.M.O. before taking any further action in the matter.

FIRE IN QUEEN'S ROAD CENTRAL.

SEVEN MEN INJURED.

About three o'clock on Sunday morning a fire broke out in a two-story building at 375, Queen's Road Central, the ground floor of which was used as an umbrella and shoe-shop, and the first and second floors as a store and dwelling-place. The fire originated in the ground floor, which was gutted, but the firemen were successful to a certain extent in confining it to that area. From their situation, however, the first and second floors inevitably suffered considerable damage. During the operation of subduing the fire, Sergeants McKay and Noble and P.C.s Broomfield and Baker, who were standing on a sunshade playing water on the flames through a window, were precipitated to the ground by the sudden collapse of the sunshade, all four sustaining severe cuts and bruises. Three Chinese firemen standing immediately underneath were also injured by the fall of the sunshade. The seven were conveyed to the Government Civil Hospital, where it was found that, with the exception of one Chinese fireman whose foot is rather seriously injured, the hurts were trifling. The place on which the European constables were standing was an erection used as a protection against the sun, held in position by iron supports, which were altogether unable to bear the combined weight of four men, and collapsed, as already stated. The fire was eventually mastered, but not before considerable damage had been done. The loss was at first estimated at \$14,000, but is likely to be greatly below that figure. The house is insured for \$10,000 in the Northern German Insurance Company, which expects to be able to salvage a large quantity of the goods, and thus reduce the figure for damages. The fire is supposed to have been caused by the explosion of a kerosene lamp.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 2nd December, 8.4 p.m.

NEW CUSTOMS COMMISSIONER.

Mr. Detring has been appointed Commissioner of Customs.

THE TELEGRAPH SERVICE.

Much disgust has been excited at Tientsin by Sheng's attempt to reopen the telegraph service. There is obvious danger in allowing a body of Chinese experts to be spying and reporting military movements and delaying messages again. The present European service is entirely satisfactory.

THE JAPANESE AT TIENTSIN.

The Japanese Concession at Tientsin has been enlarged from the Peiho River to the city wall, nearly a square mile. The Japanese are now demolishing the city wall and raising their own Extension.

THE PEIHO RIVER.

The Peiho is expected to close on the 15th inst.

THE EMPRESS DOWAGER AND THE EMPEROR'S RETURN.

There is a rumour here to-day that the Empress Dowager has consented to the Emperor's return to Peking.

OPPOSITION TO ALLIED ENTRY INTO SHANSI.

Hsi Liang, Governor of Shansi, sends an urgent message to Chang Chih-tung, requesting men, arms, and munitions, to prevent the Allies from entering Shansi.

NO MORE SUPPLIES FOR SHENSI.

Orders from Hsiangfu have reached Chang Chih-tung, stopping him from sending further supplies to Shensi.

LONDON, 30th November, 8.40 p.m.

The Press animadverts strongly on the action of M. de Giers in cancelling Russia's consent to the conditions and arrangements of the Ministers with China.

THE WAR IN SOUTH AFRICA.

LONDON, 30th November, 8.40 p.m.

DE WET CAPTURES 400 MEN.

Commandant De Wet with 2,500 Boers has captured the garrison of Dewetsdorp, which consisted of 400 men.

GENERAL NEWS.

LONDON, 30th November, 8.40 p.m.

THE COAL TRADE DEPRESSION. There is a severe depression in the coal trade. Deadweight prices are falling and steam coal is lower by four shilling per ton.

REUTER'S SERVICE.

LONDON, 29th November.

BRITISH SOUTH AFRICA.

It is stated that a general rising at the Cape is improbable and that the Government is prepared for any eventuality.

CHINA AND THE POWERS.

The *Standard's* correspondent at Berlin states that Germany has informed the United States that she is willing to waive her demand for the execution of the leading Chinese offenders.

FRANCE AND THE BOERS.

It is understood that Mr. Kruger, when conversing with M. Delcassé, sought to ascertain the attitude of France in certain eventualities. Mr. Delcassé maintained the statement made in the Chamber last March that France would not take the initiative, but would concur with any initiative taken under conditions deserving of France's approval. Mr. Kruger made no specific proposal. The French Chamber unanimously voted its sincere and respectful sympathy with Mr. Kruger on the occasion of his visit.

BRITISH SOUTH AFRICA.

De Wet and Stays occupied Dewetsdorp, the garrison holding the neighbouring heights. General Knox afterwards re-occupied Dewetsdorp. The garrison of 400 with two guns had surrendered after losing 15 killed and 42 wounded.

THE ILLNESS OF THE TSAR.

The Tsar is gaining strength.

LONDON, 30th November.

THE COMMAND IN BRITISH SOUTH AFRICA.

It is officially stated that Lord Roberts has transferred the chief command in South Africa to General Kitchener, who has been promoted to Lieutenant-General with the local rank of General.

THE GERMAN PRESS ON MR. KRUGER'S VISIT.

The German press is cautious and reserved in the comments on Mr. Kruger's visit, and warns Germans against a policy of sentimentality reminding them that there is no reason in forgetting their vital interests on account of the Boers.

MR. KRUGER'S VISIT TO PARIS.

The Senate has unanimously adopted a resolution of sympathy with Mr. Kruger, similar to one adopted by the Chamber.

Mr. Kruger has paid farewell visits to President Loubet and the Presidents of the Senate and Chamber.

THE COMMANDER-IN-CHIEFSHIP.

Lord Wolsey has formally taken farewell of the War Office staff.

FIGHTING IN SOUTH AFRICA.

General Settle has defeated a force of Boers after a five hours' stubborn fight near the Orange River.

LOCAL MOVEMENTS.

The surveying ship *Waterwitch* arrived from Taipo on the 30th ult.

The British transports *Indus* and *Pontahota* left on Saturday for Calcutta and the hospital ship *Mauro* for Bombay.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 1st December.

RETURN OF THE BLACK FLAG GENERAL.

The Black Flag general, Qin Yung-fu, has returned to Canton and made calls upon Acting Viceroy Takso and other officials. On his way back, when between Ching Yün and Ying Tak, he sighted several boats, and on enquiry was told that they belonged to certain pirates, who levied blackmail upon the cargo and passenger-boats on that route. Thereupon he ordered all the black flags on board to be taken down, and made his boats look like merchant vessels, preparing all the guns and rifles for a fight. On approaching the pirates his fleet fired into them. The pirates were quite unprepared and Lin Yung-fu killed several of them, bringing two back as proof of his deed. It is said that he and his soldiers will shortly proceed by order of the Viceroy to Waichow, Chingyün, Fayin, and Chüfao-shan, to destroy the pirates and Triad Society men.

A NEW CANTON COMPANY.

A certain great capitalist, by name Fung Pak Lun, of the Sai Kwan district, is going to start a company (for Canton is now full of enterprise, and the Chinese authorities are about to farm out all descriptions of business to make money) to take a monopoly of the Kak-fao floating brothels and flower-boats, as well as all the brothels on shore. The company is to receive the name of "The Society for the Protection of Women and Girls." Fung Pak Lun estimates that his earnings will be immense, many applications having been sent in for shares. He has sent a petition to the Viceroy, and is awaiting an answer. This enterprise will probably be successful on account of the straitened circumstances in which the Government finds itself.

A FAMILY MURDERED AT HONGKONG.

On the 25th ult. at 7 p.m. two thieves went into the family house of Liao Shing-san at Hoi-nien-shan and murdered eight persons—the wife, who was encoined, three sons aged three, four, and six years respectively, two daughters, and two servant-girls; the husband being absent. Late in the following morning one of the neighbours, who saw the door still shut, knocked and, hearing no answer to her summons, suspecting something wrong, called other neighbours, and with their help burst open the door. On entering they found dead bodies lying about in pools of blood on the ground. One of the servant-girls, aged twelve, who was seriously wounded, was alive and still able to relate the perpetration of the cruel deed. She said that on the evening in question a man came into the house to enquire the return of her master, Liao Shing, Sam, who was in a pawnshop, to talk about business. Her mistress made tea to entertain him, and kept him to dinner. Shortly afterwards another man, who was dressed in a long coat, also came in, and the two then proceeded to kill the whole family. The same girl also died of her wounds the next day. This is what the Chinese call the murder of nine lives and eight dead bodies. The affair was reported to the Magistrate, who held an inquest and ordered the burial of the bodies. It is said that the murder was an act of revenge; had the husband been at home he would have been killed too.

PEKING.

According to the native paper the *Chih Pao*, the workmen engaged in repairing the Legations were suddenly dismissed and the work stopped on the 7th ult.

Some of the petty officials in Peking being without salary for some months, are reduced to selling cakes and small commodities in the streets for a living.

The *Chih Pao* hears that Li and Prince Ching urge the Powers to reduce the indemnity to 40,000,000 to 75,000,000, and that there is a disposition to accept the reduction.

Owing to the increase of donations in Peking, the sale of samshu is prohibited, and a large quantity of the liquor was thrown away the other day by the Americans, who discovered a shop secretly retailing it.

The Native Christians in Peking have presented the Catholic Mission and the Foreign Ministers with numerous tables of fruits and other Chinese offerings in kind as an expression of gratitude for their protection during the Siege.

The Peking forces on the return journey from Paoingfu appear to have taken a different route, visiting the Imperial tomb at Yehow, and afterwards capturing one of the passes and gates of the Great Wall leading to Shensi. The object of this expedition is not clear, unless, as is stated in some quarters, a movement is being made to check the supplies being conveyed to the Court, and thus facilitate a decision about the Imperial return to Peking.—*P. & T. Times*.

(0021)

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Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY.** Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

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WOODS & CO.
Duddell Street, Agents for American and
European Export Houses.

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The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

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Enlarging, Developing, Printing. Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
oping Works, Amateurs, Requisites.

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Bromide and Grayton Enlargements. Work
done for Amateurs, 8a, Queen's Road, CL.
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YEE CHUN.
Marine and Portrait Painter, 50, Queen's
Road, Upper.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHER

H. YERA.
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Cl., also Wanchai
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING.
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollen and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Silk-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

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Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

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Naval, Military and Court, 16, Queen's Road,
Opposite Kaku's Curio Store.

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Outfitters, Shirt Makers, Hatters, Hosiery,
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Outfitters, Piece Goods, Underwear, Shoes,
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TOBACCONISTS

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Importer of the Best Manila Cigars; 25,
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Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
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MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

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Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA)

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the

LATEST IMPROVEMENTS and can

execute any kind of work in SHIPBUILD-

ING and MARINE ENGINEERING as well

as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SAL-

VAGE PLANT READY at SHORT

NOTICE. [1619]

WING CHEONG.

Dealers in

JEWELRY, FRANKS, DIAMONDS,

CURIOS, JADESTONEWARE, CARVED

IVORYWARE, SILKS, and GRASS

CLOTHS.

GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen

of this Colony that we commenced Business on

the 11th April, 1900, and we solicit their kind

patronage.

Nos. 1 & 3, D'AGUIAR STREET.

Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [2581]

BOMBAY-BURMAH TRADING COR-

PORATION, LIMITED.

BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANT-

LING, PLANKS, TONGUED, and Grooved

Boards, and Flooring, CHALKING, WALLING,

&c. TEAK SHINGLES FOR ROOFING.

PINKADON RAILWAY SLEEPERS for all

GAUGES.

Rates Supplied and Orders Booked by

JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895. [2387]

OUR PARIS LETTER.

Paris, 27th October.

Those who indulge in crocodile tears at

the reactionary blase-up in South Africa

should bear in mind that were it considered

an unexpected matter, Lord Roberts would

not be returning home in a fortnight, nor

would so many of his famous generals have

preceded him. The great moves in the war

have been played, nothing new remains but

police attention to be paid to the rowdies who

avail themselves of the little chance within their

reach to plunder, wreck and murder. In a

short space of time, when Baden-Powell's police

will be organised, and put in charge of defined

districts, they will be able to pounce at once

upon the marauders, and thorough scouts await

their coming. The only charge that can be

brought against Lord Roberts is that he has

been too merciful, too lenient to a really bar-

barous foe. No half measures; it is the

clearing out process that must be adopted.

All prisoners taken while fighting must be

sent at once to Ceylon; if they own farms,

these will be registered in the Confiscation Led-

ger. All horses and ponies on farms in a

disaffected district must be seized and converted

into British cavalry or used for commissariat

work; those Boers who have broken their oaths not

over again to take up arms against the British;

must be exceptionally dealt with in case of viola-

tion of that engagement. With the departure of

Kruger, the Boer curtain may well be rung

down; that model of vanity and duplicity will

find it difficult to secure a home in France, or

in Belgium, any and even Holland, if he goes

to any health station, the English leave, and so

ruin the hotel-keepers and traders. By taking

up arms after the fire was going out, the Boers

will be compelled to exhumate concealed arms and

ammunition—so that it is a bad wind that blows

nobody good. The 17,000 Boer prisoners will

not be liberated till the new colonies be orga-

nized and dusted of all insurgents memor-

abilia.

The Anglo-German Convention has caught

China in pinchers; whispers are very plain

that Li Hung-chang had his tunic full of out-

and-dry concessions, to bait Allies or their

influential outsiders. Othello's occupation is

gone, by the self-denying ordinance of the two

greatest powers on earth. The Allies which

they meet the two Chinese delegates, will ask

them, Are they prepared to immediately deal

with the round table programme they have

prepared? They will draw a Porphyria circle

round the Chinese Medicine Men, out of which

they will not be allowed to stir till they

definitely declare their hands. There will be

no play of postponement, of procrastination.

The Emperor must return forthwith; although

the Russians have sacked the Summer Palace,

an establishment can be readily made up for

him. His arrival will be the best barriade to

keep at arms' length the abominable Dowager

Empress. Then will come the nomination of a

Minister for Foreign Affairs, in place of the

senior Privy Council—any candidate but

Li Hung-chang. The nut to crack, the crucial

test will be the surrender of Prince Tuan and

his atrocious associates. They must be judged,

sentenced and executed, in presence of repre-

sentatives of the Legations and the *hoti polloi*.

If the surrender of Tuan and his comrades is

guilt be refused, 'tis best to ask Li Hung-chang

to retire at once. It may be assumed that the

Allies know how to take necessary measures to

uphold the Imperial authority. If rebellion

spreads, keep it headed into the interior; have

the blockade adopted, and all warlike

stores seized. The Allies have nothing to gain

by a "split," save to injure their own position.

Another point worth being noted, gradually to

eliminate from administrative life the fossilised

corrupt Mandarinism, that keeps alive retro-

gression and hatred of civilization.

The Exhibition will close on the Sixth of

November, why prolong the agony of a

moribund? An extension of time would bring

no purchasers and to suit the wants of late

arrivals—the latter can be of no importance.

No serious person would think of passing a

moment in the grounds appealing as they look

in their waning glories. The rain comes down

so torrentially, that you would not put a dog

to take its walks abroad, without an imper-

meable overall. The Road Commissioner, M.

Picard, has one desire clinging to his heart—

to look at one million of persons inside the

Exhibition. To secure that, he intends that on

the Sunday before closing, he will open the

forty gates to all comers, free. As the post of

the admission ticket has come down to one

penny, it is not evident that any ugly rush may

be expected. In any case exhibitors will be

present to guard their property against even-

tuities. It would be a good idea to have an

excellent music on that day; there could not

be a better attraction even for the submerged

tenth. There are many indications that the

exhibitors are anxious to close their stalls;

but the authorities will not permit that till the

first stroke of the bell sounds the closure. It

will be better to say, till the cannon thunder

their farewell salute. The American Company

that conducted borings on the Champ de Mars,

reported they had discovered a seam of coal. If

the mine has not been "salted," it is a discovery

very extraordinary and convenient. As yet no

promoters have constituted a company. All is

in the "prospecting" stage still. The ferry

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SORBAON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hyde, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSES	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 7th inst.
LIVERPOOL	KONIG-ALBERT	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 14th inst.
LYNN, VIA PORTS OF CALL	ANNAM	Fren. str.	—	Poydenot	MELCHERS & CO.	On 12th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AMERICA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On 25th inst. at Daylight.
HAVRE, BREMENHAVEN & HAMBURG	ARAGONIA	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 8th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 30th inst.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Bakke	CARLOWITZ & CO.	On or about 20th Jan.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK	GREENARTNEY	Brit. str.	—	—	—	On 12th inst.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	SHEWAN, TOMES & CO.	On or about 20th inst.
NEW YORK	R. MORROW	Brit. ship	—	—	—	On or about 23rd inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	Quick despatch.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	DODWELL & CO. LIMITED	On 19th inst.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	EVA	Brit. str.	—	Petersen	ARNOLD, KARBURG & CO.	To-day.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	—	On or about 4th inst.
SAN FRANCISCO VIA AMOY, &c.	GALIC	Brit. str.	—	—	—	On 4th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	—	—	—	On 11th inst. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CHARLES CITY	Brit. str.	—	—	—	On 10th inst.
AUSTRALIAN PORTS	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst. at 4 p.m.
AUSTRALIAN PORTS	AIRLIE	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 14th inst. at Daylight.
GERMAN COLONIAL & AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	—	On 23rd inst. at 4 p.m.
YOKOHAMA & KOBE	MUNCHEN	Ger. str.	—	Krebs	MELCHERS & CO.	On or about 6th inst.
KOBE & YOKOHAMA	WITTENBERG	Ger. str.	—	Hempel	SHEWAN, TOMES & CO.	To-morrow, at 3 p.m.
KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 7th inst. at Daylight.
KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	—	—	On 11th inst.
NAGASAKI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	—	—	On 21st inst. at Daylight.
WITAIHAI	YAMATA MARU	Jap. str.	—	—	—	On 21st inst. at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	—	—	On 5th inst. at Noon.
SHANGHAI	YAMATA MARU	Jap. str.	—	—	—	On or about 3rd inst.
SHANGHAI & JAPAN	YAMATA MARU	Jap. str.	—	—	—	To-morrow, at 4 p.m.
SHANGHAI	YAMATA MARU	Jap. str.	—	—	—	On 5th inst. at 4 p.m.
SHANGHAI	YAMATA MARU	Jap. str.	—	—	—	On or about 8th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	YAMATA MARU	Jap. str.	—	—	—	Quick despatch.
POOHOOH VIA SWATOW & AMOY	YAMATA MARU	Jap. str.	—	—	—	On 5th inst.
SWATOW, AMOY & TAMSUI	YAMATA MARU	Jap. str.	—	—	—	On 9th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	YAMATA MARU	Jap. str.	—	—	—	On 12th inst. at Daylight.
MANILA	YAMATA MARU	Jap. str.	—	—	—	To-morrow.
MANILA	YAMATA MARU	Jap. str.	—	—	—	To-morrow, at 5 p.m.
MANILA	YAMATA MARU	Jap. str.	—	—	—	On 6th inst. at 10 a.m.
SAMARANG & SOURABAYA	YAMATA MARU	Jap. str.	—	—	—	On 10th inst. at 4 p.m.
BOMBAY, VIA SINGAPORE & COLOMBO	YAMATA MARU	Jap. str.	—	—	—	To-morrow.
SINGAPORE, COLOMBO & BOMBAY	YAMATA MARU	Jap. str.	—	—	—	On 12th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	YAMATA MARU	Jap. str.	—	—	—	On 10th inst. p.m.
SINGAPORE, PENANG & BOMBAY	YAMATA MARU	Jap. str.	—	—	—	On 11th inst. at Noon.

SHIPPING.

ARRIVALS.
Nov. 30, WATERWITCH, Surveying ship, 620, Lieut. Comdr. Hay, Taupo 30th November.
Nov. 30, TETARTOS, German str., 1,578, Desler, Java 21st November, Sugar.—SIEMSEN & CO.
Nov. 30, HOLSTEIN, German str., 985, M. Ipland, Saigon 24th November, Rice and General.—JESEN & CO.
Dec. 1, WITTENBERG, German str., 3,400, Hempel, Singapore 24th Nov. General.—SIEMSEN & CO.
Dec. 1, TUGS, Norwegian str., 2,116, Wold, Kuchinofu 25th Nov. Coal.—MITSUBI BUSHAN KAISHA.
Dec. 1, THINTAU, German steamer, 1,000, T. Sunders, Moje 25th November, Coal.—SIEMSEN & CO.
Dec. 1, TIE, Norwegian str., 1,418, Fr. M. Gram, Moji 25th November, Coal.—EAST ASIATIC TRADING CO.
Dec. 1, AKASHI MARU, Japanese str., 974, K. Suzuki, Poochow via Amoy and Swatow 30th Nov. General.—M. B. KAISHA.
Dec. 1, DAYBREAK, British str., 700, A. H. Best, Shanghai 27th November, General.—CHINESE.
Dec. 1, FULWOOD, British ship, 1,986, Thomas, Cardiff via Cape Town 26th May, Coal.—ORDER.
Dec. 1, HONGKONG, French str., 742, Pannier, Haiphong and Hoihow 30th Nov. General.—A. R. MARY.
Dec. 2, CHARTEHOUSE, British steamer, 1,400, Dawson, Penang 22nd Nov. and Singapore 20th, General.—CHINESE.
Dec. 2, GOODWIN, British str., 2,392, Jackson, Manila 29th Nov.—DODWELL & CO. LTD.
Dec. 2, GLENOCIE, British str., 2,393, Wm. Frakes, Tacoma 31st October, General.—DODWELL & CO. LTD.
Dec. 2, SHANSI, British steamer, 1,249, J. Car-nagham, Wuhu 25th November, General.—BUTTERFIELD & SWIRE.
Dec. 2, WINGANG, British str., 1,517, T. H. Sellar, Swatow 1st Dec. General.—JARDINE, MATHESON & CO.
Dec. 2, ANNAM, French str., 4,995, Poydenot, Shanghai 29th Nov., Mails and General.—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
1st DECEMBER.
Tamsui Maru, Japanese str., for Swatow.
Phoe C. Klu, British str., for Swatow.
Breconshire, British str., for Calcutta.
Douton, German str., for Saigon.
Tamsui Maru, British str., for Swatow.
Tsuang, British str., for Hongay.
Jelton, German str., for Hongay.

DEPARTURES.

Dec. 1, INDIA, British transport, for Calcutta.
Dec. 1, CANON, British str., for London.
Dec. 1, PANTANA, British transport, for Calcutta.
Dec. 1, MAINE, British hospital ship, for Bombay.
Dec. 1, HOHIO, French str., for Hoihow.
Dec. 1, HANOI, French str., for Haiphong.
Dec. 1, HUE, French str., for Kwong-chow-wan.
Dec. 1, KWANGLEE, British str., for Shanghai.
Dec. 1, TAIWAN, British str., for Shanghai.
Dec. 1, DUNAV, Austrian str., for Saigon.
Dec. 2, TAMSUI MARU, Jap. str., for Tamsui.
Dec. 2, FORMOSA, British str., for Swatow.
Dec. 2, THINAI, British str., for Hongay.
Dec. 2, BRECONSHIRE, British str., for Calcutta.
Dec. 2, PHOE C. KLU, Brit. str., for Bangkok.
Dec. 2, DOUTON, German str., for Saigon.
Dec. 2, HELIOS, German str., for Hongay.

VESSELS IN DOCK.

ABERDEEN DOCK.—Eva.
KOWLOON DOCK.—Tartar, Clara, Hercules, Gohon, Telemachus, H.M.S. Otter, Progress.
COBOLPOTAN DOCK.—Tacoma, Breconshire, Mchew.

SHIPPING REPORTS.

The British steamer Goodwin, from Manila 29th Nov., had strong N.W. wind with high sea and dull weather.
The British steamer Daybreak, from Shanghai 27th Nov., had moderate following wind and sea with overcast and cloudy weather.
The Japanese steamer Akashi Maru, from Poochow via Amoy and Swatow 30th Nov., had gentle to moderate N.E. breeze and sea with cloudy weather.
The British steamer Shansu, from Wuhu 25th Nov., had light to strong N.W. wind & Mchew, and moderate sea with overcast weather; thence to port strong to moderate N.E. winds and high sea.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 3rd December, 1900, at 1 p.m., the Company's Steamship "ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This steamer connects at COLOMBO with the s.s. Australian, which vessel takes on her Passengers and Mails, leaving that port on the 14th December direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 2nd December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 20th November, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship "OCEANIAN," Captain Schmitt, will be despatched for the above ports on or about MONDAY, the 3rd December, instead of Sunday as previously notified.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 30th November, 1900.

IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain R. Hainze, due here with the outward German Mail about TUESDAY MORNING, the 4th December, will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 1st December, 1900.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship "PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 4th December, at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 29th November, 1900.

FOR SHANGHAI.
THE Steamship "ELSE," Captain Petersen, will be despatched for the above port TO-MORROW, the 4th Dec., at 4 p.m.
For Freight, apply to SIEMSEN & CO., Agents.
Hongkong, 29th November, 1900.

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Hongkong, 29th November, 1900.

FOR MANILA.
THE Company's Steamship "PERLA," Captain R. W. Almond, will be despatched as above TO-MORROW, the 4th December, at 5 p.m.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 29th November, 1900.

FOR SHANGHAI.
THE Steamship "ELSE," Captain Petersen, will be despatched for the above port TO-MORROW, the 4th Dec., at 4 p.m.
For Freight, apply to SIEMSEN & CO., Agents.
Hongkong, 29th November, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,811	A. Dixon	December 3
BRAEMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.
Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to NEW YORK in 4 1/2 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DREA and ST. MICHAEL.
Rates of Passage to other Points on application.
A special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 24th November, 1900.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI AND JAPAN	{ JAPAN	{ About 4th Dec.	Freight or Passage.
PAN	{ G. K. Wright, R.N.R.	{ Dec.	
LONDON, &c.	{ SOBRAON	{ Noon. 8th Dec.	See Special Advertisement.
	{ L. M. Wilmer, R.N.R.	{ Dec.	
SHANGHAI	{ BENGAL	{ About 8th Dec.	Freight or Passage.
	{ S. Barcham, R.N.R.	{ Dec.	
LONDON	{ SOCOTRA	{ About 13th Dec.	Freight only.
	{ T. H. Hyde, R.N.R.	{ Dec.	

PASSENGER SEASON, 1901.
s.s. PLASSY ... 7,240 tons ... March 30th ... MARSEILLES AND LONDON Direct
s.s. SOBRAON ... 7,382 tons ... April 27th ... Without Transshipment.
For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 30th November, 1900.

HAMBURG-AMERIKA LINE NORDDEUTSCHER LLOYD
(FREIGHT SERVICE) (FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STEAMERS. SAILING DATES.
AMBRIA { HAVRE, BREMENHAVEN AND HAMBURG } About 8th Dec. Freight.
Capt. A. Wagner { (London with transshipment in Hamburg) } December.

VESSELS ON THE BERTH.
OREGON AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION
COMPANY.

Proposed Sailing from
HONGKONG TO PORTLAND (OR.)
AND SAN FRANCISCO.
VIA INLAND SEA OF JAPAN, KOBE
AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS,
THE UNITED STATES, AND
CANADA.

THE Steamship
"EVA"
2,083 Tons, Captain Petersen.
This Steamship will be despatched on or
about 4th instant, and
The Steamship
"ADATO,"
2,145, Captain J. McIntyre, or about 30th
inst. for PORTLAND (OR.) VIA MOJI,
KOBE AND YOKOHAMA.

Through Bills of Lading issued to any point
in the United States and Canada.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be accepted at the Office of the Undersigned
until the same time. All Parcels should be
marked to address in full.
Value of same is required.

Consular Invoices, to accompany cargo
destined to points beyond Japan (Or.), should
be sent to the Company's Office, addressed to
the Collector of Customs, Portland (Or.).
For further information as to Freight rates,
etc., apply to
ARNOLD, KARBBERG & CO.,
Agents.
Hongkong, 24th November, 1900. [2965]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR SAMARANG AND SOERABAYA.
THE Company's Steamship
"HANGCHOW,"
Captain Pearce, will be despatched as above
TO-MORROW, the 4th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st December, 1900. [3029]

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR FOCHOW VIA SWATOW AND
AMOI.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 5th
December.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2524]

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.
Proposed SAILINGS FROM HONGKONG.
HONGKONG MANU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18,
1900, at NOON.
NIPPON MANU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12,
1901, at NOON.
AMERICA MANU (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7,
1901, at NOON.

THE Twin-Screw Steamship
"HONGKONG MARU"
will be despatched for SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA, AND HONO-
LULU, on TUESDAY, the 18th December,
1900, at NOON, taking Freight and Passengers
for Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship
"GLENARTNEY,"
Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2949]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.
This daylight Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2948]

SHEWAN TOMES & CO.'S NEW YORK
LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE,"
will be despatched for the above port on or about
the 20th December, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [295]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
Owners will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
STATE OF MAINE, American ship, Colored—
Standard Oil Co.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 26th November, 1900. [296]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via
Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4,
at NOON.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27,
at NOON.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22,
1901, at NOON.

THE Company's Steamship "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, VIA SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU on TUESDAY, the
4th December, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship
"GLENARTNEY,"
Captain E. G. Warner, will be despatched for
the above port on WEDNESDAY, the 12th
December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2949]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for
the above ports on FRIDAY, the 14th Decem-
ber, at DAYLIGHT.
This daylight Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2948]

SHEWAN TOMES & CO.'S NEW YORK
LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE,"
will be despatched for the above port on or about
the 20th December, 1900.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [295]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
Owners will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:
STATE OF MAINE, American ship, Colored—
Standard Oil Co.

For further information as to passage and
Freight, apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 26th November, 1900. [296]

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,
LIMITED.FOR WEI-HAI-WEI.
THE Company's Steamship
"TAIYUAN,"
Captain Nelson, will be despatched as above
on TUESDAY, the 4th December, at NOON.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG,"
Captain Moore, will be despatched as above
on TUESDAY, the 4th December, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
twin screw Steamer.
A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th November, 1900. [2950]

NORDDEUTSCHER LLOYD.
FOR GERMAN COLONIAL AND
AUSTRALIAN PORTS.
Calling at SAIPAN, PONAPE, FRIEDRICH-
WILHELMSHAFEN, EINSCHAFEN, HER-
BERTS-HOHE, TONKIN, LISBON, and
SANTO.
Taking Cargo at through rates to MELBOURNE,
ADELAIDE, NEWCASTLE, FREMANTLE,
AUCKLAND, WELLINGTON, GISBORNE,
NAPIER, WANGANUI, DUNEDIN,
and HOBART.
THE Company's Steamship
"MUENCHEN,"
Captain Krebs, will leave for the above ports
on or about 8th December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd November, 1900. [2906]

OCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.
Proposed SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11,
at NOON.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5,
at NOON.
Copric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29,
1901, at NOON.

THE Company's Steamship "GAELIC"
will be despatched for SAN FRAN-
CISCO VIA SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 11th
December, 1900, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and par-
ticulars of the various Routes may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embar-
king at San Francisco for China or Japan (or
vice versa) within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full; and will be received at the
Company's Office until Five P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

THE OSAKA SHOSHEN KAISHA,
LIMITED.
FOR SWATOW, AMOI, AND
TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsuta, will be despatched for the
above ports on WEDNESDAY, the 12th
December, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd November, 1900. [1448]

FOR NEW YORK.
THE 3/5 L. II British Bark
"B. MORROW,"
Shortly expected from MANILA, will load here
for the above port and will have quick despatch.
For Freight, apply to
ARNOLD, KARBBERG & CO.,
Agents.
Hongkong, 19th November, 1900. [2983]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.
THE Company's Steamship
"SOBRABON,"
Captain L. M. Wilmer, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for Bombay on SATURDAY, the 8th Decem-
ber, at NOON, taking passengers and cargo for
the above ports.
Silks and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 26th November, 1900. [1]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM FOR SINGAPORE, COLOMBO,
AND BOMBAY.
(In close connection with the Company's
accelerated line to TRIESTE.)
THE Company's Steamship
"MARIA TERESA,"
Captain Rassevich, will be despatched, as above
on MONDAY, the 10th December, P.M.
For information as to Passage and Freight,
apply to
SANDER WIELER & CO.,
Agents.
Hongkong, 29th November, 1900. [6]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.
IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.
S.S. "CARLISLE CITY" On 10th Dec.
3,002 Tons
S.S. "KYARVEN" On 12th Dec.
2,463 Tons
THE Steamship "CARLISLE CITY"
will be despatched for SAN DIEGO and
SAN FRANCISCO, VIA MOJI, KOBE,
YOKOHAMA and HONOLULU, on
MONDAY, the 10th December.
Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.
Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR MANILA.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2953]

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above
on MONDAY, the 10th December, at 4 P.M.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines.
A duly qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN AND AUSTRALIAN
S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2954]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.
(ROB. M. SLOWAN & CO. HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"VERONA,"
Captain Hansen, will be despatched for the
above port on or about 28th December.
For Freight apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 26th November, 1900. [2983]

VESSELS ON THE BERTH

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPS Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

WO FAT & CO.
SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900. [2074]

SIEN TING.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2482]

TACK CHEONG LOONG,
NAVY & MILITARY TAILOR,
DRAPER AND OUTFITTER.
GARMENTS made by hand; guaranteed
perfect fit. Hats, Shirts, Socks, Silk
Handkerchiefs, Boots, Shoes, &c., for Sale.
New and Fashionable Goods. Prices very
moderate.
No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 15th October, 1900. [2682]

YAU LOONG
DEALER IN
JEWELLERY, SILKS, IVORIES AND
JAPANESE GOODS; ALSO
EXPORTERS OF CHINESE GOODS OF
ALL KINDS, &c., &c.
No. 39, QUEEN'S ROAD CENTRAL.
Hongkong, 6th November, 1900. [2827]

ON SALE.
"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
LADYSMITH RELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.,
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. Terrible).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
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COALS.
HOKKAIDO TANKO TETSUDO
KAISHA.
HOKKAIDO COLLIERY AND RAILWAY CO.)
CAPITAL ANNUAL OUT-
YEN 12,000,000 PUT
800,000 TONS.

PORTS OF EXPORT—
OTARU AND MURORAN.
THE celebrated Yuhari and Sorachi Coals are
widely known as the best and most econo-
mical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IDAMACHI, TOKYO.
JAPAN.
Telegrams: "Yuhari" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [49]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTMAN & CO.,
Hongkong, 31st August, 1897. [38]

NOTICE.
THE "BOA VISTA" HOTEL have been
appointed AGENTS for the Hongkong
Daily Press, Hongkong Weekly Press, and the
Chronicle and Directory for China, Japan,
&c., at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.
A. CUNNINGHAM,
Manager.
Hon gkong, 4th October, 1900. [2537]

MITSUI BUSSAN KAISHA
No. 6, ICE HOUSE STREET, PRAYA CENTRAL.
Head Office—Tokyo.
Branch Office—LONDON, NEW YORK, BOM-
BAY, SINGAPORE, SHANGHAI, TREN-
TIN, NEWORANG, and all Ports in
JAPAN.
AGENCIES—
Milke Coal Mines,
Kanada Coal Mines,
Hokoku Coal Mines,
Yoshinotani Coal Mines,
Oshinotani Coal Mines,
No. 1, Oshinotani Coal Mines,
Ichimura Coal Mines,
Kishima Coal Mines,
Yokohama Coal Mines,
Yamato Coal Mines,
Manoua Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Kansai Cotton Spinning Mills,
Shanghai Cotton Spinning Mills,
Tokio Cotton Spinning Mills,
Onoda Cement Company,
Milke Cotton Spinning Mills,
Imperial Government Paper Mills,
MITSUI BUSSAN KAISHA,
Manager.
Hongkong, 14th August, 1899. [2786]

R. J. REMEDION
FORBIGN AND COLONIAL STAMP
DEALER.
No. 27, CANNON ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ence.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent Discount Allowed. [3020]

INSURANCES

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, S. JACOB & CO.
Hongkong, 2nd April, 1900. [1023]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

PHENIX FIRE OFFICE.
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899
£14,409,038.
I. AUTHORIZED CAPITAL. £3,000,000 0 0
Subscribed CAPITAL. 2,750,000 0 0
Paid-up CAPITAL. 287,500 0 0
II. FIRE FUNDS. 2,731,183 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1972]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [52]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [58]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE.
THE Undersigned, having been appointed
AGENTS for

